



**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
Air Traffic Organization Policy

**ORDER  
NUMBER  
JO 7200.21**

Effective Date:  
March 5, 2013

**SUBJ:** Partnership for Safety Program

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The Air Traffic Organization (ATO) is responsible for ensuring the safe, expeditious flow of air traffic throughout the National Airspace System (NAS). Safety Programs in the ATO remain a key component of the ATO Safety Management System (SMS).

The mission of the Partnership for Safety (PFS) Program is to facilitate the identification and mitigation of hazards at the local level. This will be accomplished through the support of collaborative Local Safety Councils (LSC) comprised of local Union representatives and management at all facilities in the NAS. These councils encourage facilities to mitigate hazards and participate in a lessons-learned method to share ATO safety information.

To ensure this program's success, each of us must familiarize ourselves with the contents of this order and understand our role in the program. The PFS program requires collaboration between the bargaining unit and management.

We encourage all employees to become safety champions and to increase our collective awareness and understanding of hazards in day-to-day operations. Local Safety Councils, as established in this Order, provide employees an option to address operational safety problems to reduce risk. To ensure the success of this effort, we must become more vigilant and recognize that all employees play a vital role in reducing risk in the NAS.

A handwritten signature in black ink, appearing to read "Joseph Teixeira", is positioned above the printed name.

Joseph Teixeira  
Vice President Safety and Technical Training  
Air Traffic Organization

**1. Purpose of this Order.** This Order defines the policy and procedures for the Air Traffic Organization (ATO) Partnership for Safety (PFS) Program. It identifies the responsibilities of individuals and organizations including the requirements, expectations, and policy under which the program operates.

**2. Audience.** This Order applies to all ATO personnel directly engaged in and/or supporting air traffic services.

**3. Where can I find this Order?** This order is available on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the public Web site at [http://www.faa.gov/publications\\_polices/orders\\_notices/](http://www.faa.gov/publications_polices/orders_notices/).

**4. Distribution.** This Order is distributed to the following ATO service units: Terminal, En Route and Oceanic, System Operations Services; ATO Safety and Technical Training; Mission Support Services; the William J. Hughes Technical Center; the Mike Monroney Aeronautical Center; National Air Traffic Controllers Association (NATCA); Mission Support, Service Centers and to interested aviation public.

**5. Background.** The Partnership for Safety initiative was launched on July 1, 2010 by the ATO and NATCA to address operational safety problems in the NAS. Front line personnel were tasked to identify local safety hazards. Identifying and mitigating risk is crucial to improving safety in the NAS. PFS does not replace mandatory reporting requirements or voluntary confidential safety reporting. PFS provides a framework for facilities to establish Local Safety Councils (LSC's) and encourage employees to become proactively engaged in identifying hazards and developing safety solutions locally before an incident or accident occurs.

## **6. Definitions.**

**a. ATCInfohub** – Web-based database used for the storing and sharing of safety information, best practices and lessons learned. This database will be used by LSCs to retrieve and upload information about the identification of and actions taken regarding local safety problems.

**b. Local Safety Council (LSC)** – A collaborative team comprised of at least one union representative and one management representative. By mutual agreement, the Parties at the local level may designate additional representatives to participate on the LSC.

**c. PFS website (www.facilitysafety.org)** – Primary user interface to gain access to the safety data portal and ATCInfohub, permission-based access governed by the PFS national program office.

**d. Safety Data Portal** – Web-based database which contains safety trend and facility-specific information gathered through various sources including Mandatory Occurrence Report (MOR), electronic occurrence reports (EOR), National Off-load Program (NOP), weather providers and aggregated Air Traffic Safety Action Program (ATSAP) data.

**e. Safety Problem** - Issues at a local, regional, or national level dealing with policies, procedures, equipment, automation or publications used to provide air traffic control services. They are not normally related to individuals and may be determined to be systemic in nature.

## **7. Roles and Responsibilities.**

### **a. ATO Safety and Technical Training (AJI) will:**

- 1) Support the ATO PFS Program through the development and maintenance of policies, tools, processes, and documents.
- 2) Provide the PFS Website, Safety Data Portal, ATCInfohub and program office support.
- 3) Promote use of Voluntary Safety Reporting Programs (VSRP) provided by AJI to identify and report NAS safety issues. Promote the use of ATCInfohub.

### **b. The PFS Team Lead (AJI-11) will work collaboratively to:**

- 1) Provide policy, guidance, and support for the PFS program.
- 2) Plan, and coordinate the PFS program.
- 3) Promote communications and data sharing to help identify safety risks.
- 4) Serve as the focal point for information and inquiries concerning the status of PFS initiatives.
- 5) Provide a quarterly report on program activities.

### **c. Facility Manager will:**

- 1) Establish a LSC in partnership with local union representative.
- 2) Work in collaboration with Union representatives to identify and mitigate local safety problems.
- 3) Provide a place to meet as needed and access to computer(s) with internet access for the LSC.
- 4) Ensure the LSC meets as scheduled.
- 5) Meet with the Principal facility Representative to discuss the issues presented by the LSC.
- 6) Mitigate identified issues using the collaborative workgroup process.

**d. Local Safety Councils will:**

- 1) Utilize the safety data portal to collaboratively identify and mitigate local safety hazards.
- 2) Review safety problems and perform post occurrence analysis at the direction of the facility manager and the Union's principal facility representative to determine systemic causal factors and risk.
- 3) Meet once per month or as mutually determined by the parties at the local level.
- 4) If requested assist facility Quality Control office (QC) with the performance and documentation of System Service Reviews (SSR), Traffic Management Reviews (TMR), Covered Event Reviews (CER), Systemic Issue Reviews (SYSIR), Internal Compliance Verifications (ICV), analysis of Quality Control Operational Skills Assessments (QC OSA) data to monitor facility compliance with ATO directives, establishment of facility emphasis items (EI) and Quality Control Checks (QCC) in accordance with FAA Order JO 7210.634, Air Traffic Organization (ATO) Quality Control .
- 5) Collaborate with other LSCs as appropriate when a proposed change or mitigation will affect another facility.
- 6) Document all identified safety issues, mitigations, and lessons learned / best practices. This data and documentation will be uploaded to ATCInfohub. Provide as much detail as possible and attach all supporting documentation. Include the processes and products that have been generated to help mitigate or reduce risk and increase collaboration, participation and reporting (e.g. training materials, briefing materials, reports, etc.)
- 7) Promote use of VSRP provided by AJI to identify and report NAS safety issues.

**e. ATO Employees will:**

- 1) Report safety occurrences and problems through established mandatory and voluntary reporting mechanisms (e.g. MOR or ATSAP.) This information will be incorporated in the tools available to LSCs.

**(Facility Name) Safety Council Scope**

### Local Safety Council Members

Sample Facility NATCA Lead	name
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**Subject Matter Experts (SMEs) (As required)**

1-2 Support specialists from Staff Offices

Perform all work on duty time.

Utilize consensus for all decisions. Consensus does not mean that all group members believe that the best possible decision may have been reached. It does mean that all members are committed to support it.

Analyze data from the safety data portal, QC data (OSA, SSR, SYSIR etc.) and reported safety occurrence data (MOR, EOR, Replays etc.) to identify potential safety hazards.

Conduct briefings to inform the workforce of any mission critical items.

Issue briefing items through the training department if necessary

Utilize SMEs from the operation and staff offices to provide technical expertise or assist the group when needed. The use of SMEs in this regard shall be coordinated with the facility manager and Union Principal Facility Representative.

Any safety related problem or occurrence may be reported by any Bargaining Unit Employee or Management member, via the Voluntary or Mandatory reporting processes. The LSC will not supersede existing requirements and obligations of the QC Office.

The LSC may coordinate activities which include, but are not limited to: inviting Pilots, Aviation Group Representatives, Private Industry Representatives, or other FAA employees to participate in discussions or give briefings on their respective field. The workgroup may assist in the coordinating of local familiarization trips in accordance with the Collective Bargaining Agreement and any pertinent Orders or regulations.

**Outcome:** The LSC will ensure that all agreements and resolutions are put in writing and signed all members. This document will be presented to the Facility Manager/ Union Principal Facility Representative (or designees) for review prior to implementation and resolution of the issue described.

**Facility Commitment:** The undersigned authorize this LSC to operate within the scope as described above in seeking to resolve safety concerns, hazards and risk. Either or both parties may withdraw from this agreement at any time.

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FAA Manager

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Union Principal Facility Representative

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Date Signed